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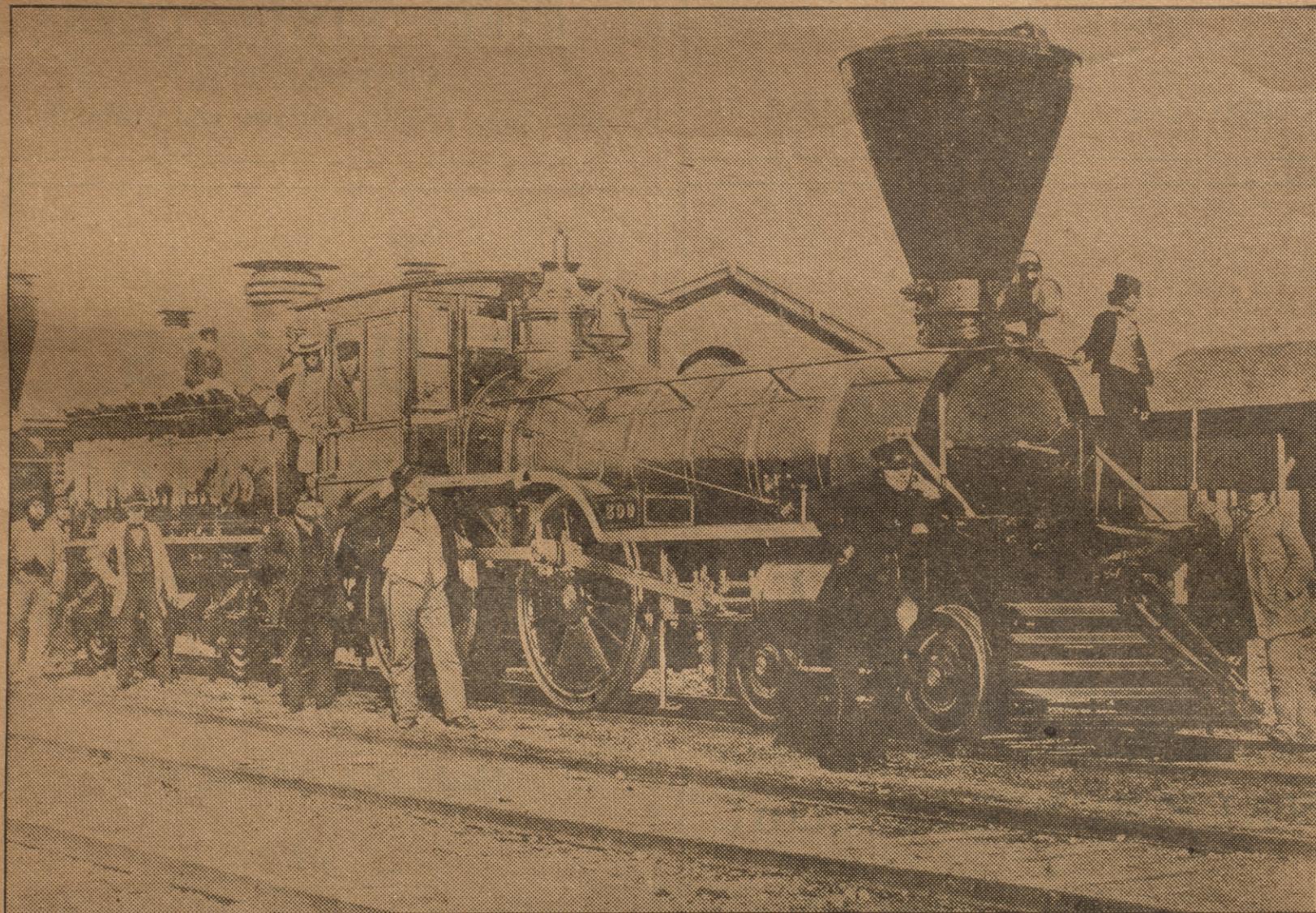
THE CANADIAN RAILROADER

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ROYAL TRAIN OF OLDEN DAYS



■ Back in the days when wood was used for fuel and railroads were still in the experimental stage. This is a photograph of the locomotive that hauled the royal train when the late King Edward VII, then Prince of Wales, toured Canada, in 1860. No. 209 was built in the G. T. R. shops, in 1859; the latest and best type of steam locomotive known to the expert workmen of that time.

Get The Fingers and Brain of Man to Work on Natural Resources

Encourage Immigration, But Direct the Immigrant to Supplying of Real Needs

By GEORGE PIERCE

THE world is full of valuable machinery conceived by the minds of men to perform the most extraordinary task of converting the raw materials of the world into useful commodities for the benefit of mankind. From the smallest mechanical contrivance to the gigantic mechanisms devised by the genius of skilful engineers in iron and steel, all rests and depends upon the thumb and forefinger and the forehead of man. It is interesting to know that among all the animals, only the man and the man-like apes can place the end of the thumb in contact with all of the fingers, and, therefore, no animal except man can successfully use a tool.

We may look about us and review the vast conceptions, the delicate arrangements, the great beneficent changes that have come upon the face of the earth and realize with startled intelligence that all is the product of the fingers of the human hand. Carlyle said, speaking of the creative possibilities of man, that "Without tools he is nothing, and with tools he is all." In discussing this subject in the book called "Poverty and Riches," Scott Nearing, says: "This mechanical possibility, guided by the light and intelligence that burns in the frontal lobe of the brain, organized and created through man's reason, has built civilization." Yesterday he fashioned the spear, today he rides the clouds. In the dim past he hollowed a canoe, today he masters the ocean wave. The dexterity and the adaptability of his fingers and his thumb have been the fulcrum, and by the lever of his genius he has lifted the world to modern civilization.

The mines retain their secrets locked in the slumbering bosom of the mountains. Caverns of impenetrable forests, the leafy isles in unexplored woodlands, live on in the silent murmuring of the forest vastness. Rushing rivers tumble on without a meaning. Fields, forests, the mines, the sea, the air, none yields a blessing until the magic touch of the dexterous fingers that are adapted to wielding the tool. If the forests yield comfort and shelter from the elements it is because you can hear the axe ringing in the wilderness. If the rushing rivers have given up warmth and light and power, it is because man and his tool-made canoe dived into the hollows of the waters and learned their secrets. If we sit before the fire with comfort and contentment, it is because man with his fingers delved into the earth and ripped up its warmth for your hearth-stone and mine, and so it is with the minerals, the irons, the steels and the precious metals which have become the foundation of modern commerce. Before the fingers of man came there was nothing.

And so it appears to me that it is a very serious thing to enact rules and regulations which prohibit the fingers of man from performing their functions. And this is what the proposed immigration laws intend doing.

To my way of thinking, we need to give earnest consideration before we bandage the fingers of men and make them useless in the development of the natural resources of Canada.

The main ground for the suspension of immigration at this time is the acute unemployment situation, but this should not deter us from laying down the general principle that immigration to Canada should

be consistently encouraged. It is obvious that it would be a great folly to allow immigrants to come into the Dominion if the country were unprepared to absorb them. For the good of the country and the perpetuation of the ideals which we cherish, politically, socially and industrially, the immigrant should be selected with a view to his fitness and adaptation to our mode of thought and work.

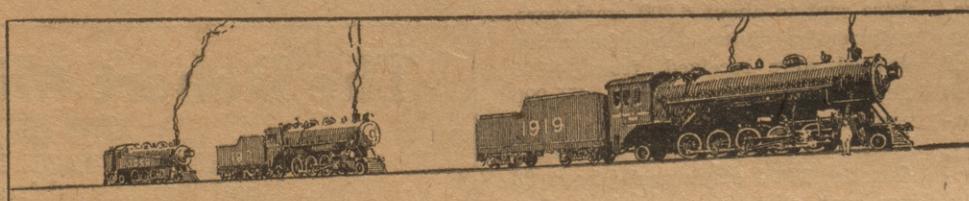
If we invite the immigrant to live with us we also owe him a duty. In performing or obligation to him we will benefit ourselves tremendously. We must be able, as he leaves the steamer, to direct him where work is to be done. We have vast mineral and timber resources. We have great highways to be built. Work in the Dominion has only just begun. Waterways are to be harnessed. Homes need to be constructed by the thousands; yes, hundreds of thousands. If the finger tips of the human animal have always been and ever will be the most valuable producing machinery in the world—why not find work for the human hand? Why not subsidize the essential industries on a vast scale? Why not let the hands and the brain of man overcome the artificial depressions of the hour.

Critics will say: "Well, why not give work to the unemployed who are already here?" The answer is this. Our industrial machinery is so badly disorganized, not only by world problems, but by the very peculiar difficulties arising out of the fact that a community of seven or eight million people, scattered over vast areas, cut off by economic conditions from foreign markets, are suddenly attempting to live within themselves. We have thus incurred such prohibitive expenses in the intershipment of goods that the machinery of finance and commerce has cracked under the strain. As an example: If our population were greater, thousands of freight cars would be carrying freight two ways with a consequent reduction in expenses for transportation; thousands of freight cars billed to Tide Water during the winter loaded with wheat and provisions for European export are returned empty.

The Western Provinces face the same problem which arises out of the shipping of wheat to the Lake Ports, after which the empty cars return again to Western terminals. The greater economy of the larger community could be made practical in thousands of ways in this Dominion. The real remedy for the present situation is to open up our vast storehouses of wealth—the natural resources—by intelligent subsidization so that the fingers of the human hand may perform their functions in bringing food, clothing and shelter to the people. If we, in the East, only had available a small part of the timber which is consumed annually by avoidable forest fires, we could make thousands of families happy and comfortable.

If the natural resources in this Dominion are developed with energy and courage, there will be plenty of room for the intelligent immigrant, and his coming will be a real blessing.

If, on the contrary, we pursue the present slip-shod tactics of allowing the new comer to shift for himself, the whole matter is "Love's labor lost." We will simply have been recruiting new slums to add to the degradation of our cities.



Suggested Health Provisions for Provincial Legislation Relating to Children

IT is especially desirable to call attention at this time to the need for Child Health provisions in order that they may receive the consideration they merit, and the following resume of the report of the National Child Health Council on Health Provisions for Laws Relating to Children is of value in the connection:

1.—Prenatal Care.

(a) Children's Code Commissions should recommend the removal of all legislative restrictions which prevent proper and full measures for prenatal and maternity care and the granting of positive legislative authority for undertaking and promoting such measures. Facilities for the education of expectant mothers; for the establishment of prenatal clinics; for the protection of expectant mothers in industry, and for the health supervision of mothers, should be definitely authorized by law.

2.—Care at Birth.

(a) Midwives: Provincial laws should require that all midwives be licensed by the Provincial Health Departments, for the purpose of permitting only those who are properly qualified to practise midwifery and that supervision be established.

(b) Control of Ophthalmia neonatorum ("Babies' sore eyes"): Every Provincial Health Board should require by law the immediate reporting of all inflammatory conditions of the eyes of the new born; to require treatment of eyes of new born at birth, and to provide prophylactic treatment free to all physicians in the prevention of blindness.

(c) Vital Statistics: The law should require the prompt reporting of births within 72 hours by the professional attendant.

(d) Supervision of "Maternity Homes": All institutions, etc., where mothers are given care during or near confinement should be licensed, and subject to the regular inspection and approval of health officials.

3.—Infant and Preschool Care.

(a) Removal of legislative restrictions: Legislative restrictions should be removed and definite legislative authority granted so that adequate facilities for protecting and promoting the health of infants from birth to the beginning of school age can be provided by both provincial and local authorities.

(b) Control of Milk and its products: There should be legislation requiring general pasteurization of uncertified milk; its supervision, and such other regulation and supervision of the production, handling and preservation of milk and its products as will insure a safe supply.

4.—Care of School Children.

(a) Health Education: There should be legislation providing for

the instruction and training of school children for the purpose of developing "health habits" through supervised physical activities; free play, and practical instruction in personal hygiene, nutrition and sanitation. Provision should be made for the instruction and training of all teachers in the essentials of health education. Rigid and uniform courses of physical drill or of hygienic instruction should not be prescribed.

(b) Physical examinations and Health Supervision: Provincial legislation should make it possible for counties and communities to provide facilities for periodic physical examinations and promotion of School Child Health.

(c) Hygiene of Schools: School buildings, school grounds and other accessories should be regularly inspected and supervised as to sanitary conditions.

5.—Children in Industry.

(a) Physical Supervision: As long as a child is of school age, he should receive health education and supervision. Experience shows that the "Continuation School" offers a good medium of the above. Physical examinations should be given when he leaves school to go to work, at each change of occupation, and periodically thereafter while he is of school age.

6.—General.

Each Province should have a Bureau of Child Hygiene, who could undertake the operation of the above outlined duties. All public and private institutions, agencies, courts and boarding homes caring for dependent, defective or delinquent children should be required by law to have adequate health supervision over their work and wards.

MOST WORKMEN

ARE EFFICIENT

SAY EMPLOYERS

Department of Labor Conducts Enquiry Into Decrease in Production in Canadian Industry.

Ottawa.

— Certain representations having been made to the Department of Labor to the effect that employers had to contend with a decrease in production, due apparently to slackened effort on the part of their employees, an inquiry was made by the department last August for the purpose of obtaining authentic information on this subject. Questionnaires were sent to about 6,200 employers, and replies giving the information desired were received from 4,106 firms employing about 455,000 workers.

Of this number, says the Labor Gazette, 1,304 employers (about 33 per cent. of those answering) having 172,100 workers (about 38 per cent. of the workers covered in the answers) stated that there had been

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RAILROAD OFFICIAL
HEADS ORGANIZATION OF
CANADIAN AUTHORS

A KEEN sense of the fitness of things was displayed by the newly formed Canadian authors' Association when it elected J. Murray Gibbon to be its first president. To begin with Mr. Gibbon has achieved success in the field of fiction with books which are distinctively Canadian. He has also perpetuated in brief but stirring vignettes scenes from Canadian history with which the fortunes of the Scottish race are interwoven, and, as General Publicity Agent for the Canadian Pacific Railway he has done and is doing more to make Canada known than any other man. Mr. Gibbon's services in other directions are better known amongst the public-spirited people who organize campaigns to raise funds for some noble or worthy object than they are to the every-day citizen. It is to Mr. Gibbon that many of these campaigns owe the inspiration and impetus given them by enthusiastic and compelling publicity work — all done for the love of the cause. There can be no doubt that with Mr. Gibbon as its directing head the Canadian Authors' Association will not be permitted to become a mere mutual praise association. Achievements are ahead of it, and, it is altogether likely that Mr. Gibbon foresees the rapid growth of a truly expressive Canadian literature.

Other causes of reduced production were stated to be shortage of labor and high wages in general; market conditions, including increased costs, shortage of materials, luxury tax, etc., reduction of hours of labor, and general unrest.

Taken by provinces and industries, the result of the questionnaire shows little variation from the general result stated above, except that in Alberta the employees of firms reporting "Yes" to the question whether there was any falling off in production, numbered more than those of firms reporting "No."

This was attributed to the high percentage of firms reporting "Yes" in the mining industry, which was the only industrial group in which the firms reporting "Yes" exceeded those reporting "No."

In two groups of industries, lumbering and mining, the number of employees in the "Yes" column exceeded those in the "No" column. In the manufacturing group less than 33 per cent. of the firms reported "Yes."

RAISING THE PRICE.

Mother—"Johnny, will you be quiet for a bit?"

Johnny—"I'll do it for two bits."

—Awywan.

WHEN WE KNOW.

Knicker—"How much does an inaugural cost?"

Bocker—"We can't tell until the term is up."

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The Latest Way to Handle Express

CAR-LOAD lots of express in smaller quantities than a real car-load are now handled by the New York Central Railroad. By this new plan nine or ten steel "containers," each almost as large as a small freight-car of olden time, and of 6,000 pounds' capacity, are loaded on a big car, specially built for the purpose. Each container may be packed with express matter at its source and unpacked at its destination, being hauled between warehouse and railroad on a motor-truck. This plan was devised and described some time ago, but the New York Central seems to be the first road to put it into systematic practise on a large scale. According to a contributor to "The Railway Review" (Chicago) the scheme has worked out satisfactorily on the line between New York and Chicago. He writes in substance:

"The railway employee has nothing to do with handling the contents other than lifting it to and from the car and the trucks while they are sealed up in the container.

The merchant receiving the consignment may open the container and place the goods directly on his shelves for sale with no intermediate handling at terminals. While the container-car is not a new idea, it has not heretofore been in practical use, but there is no reason why it could not be used to great advantage after the shippers have hoists installed to handle containers to and from the trucks.

New York Central car No. 5999, built to hold nine steel containers, is 63 feet long inside, is of 80,000 pounds' capacity, and is constructed with solid steel underframe. It is built for passenger-train service, having blind vestibule buffers to take the shock and passenger-trucks and air-brake equipment. The low sides are provided with guides that fit the slides on the front and back of the containers and hold the containers from moving in any direction but up.

"The roof of the blind end forms a place to stand on when guiding the first and last container to place. There are four straps near the four corners of the roof for attaching hooks, when containers are to be lifted.

"It requires only two minutes to lift one of these containers out of the car and place it on a truck and about the same length of time to load one of them on to the car. Less than a full car can be loaded, but the nine full containers should be loaded if that can be done. It is impossible to open the doors of the containers when they are loaded and placed within these guides. Consequently there is little or no chance of pilfering while en route.

These containers are nine in number and each weighs 2,800 pounds.

They are built of steel with wood floors. They are 9 feet wide, 6 feet long, with an inside clear height between floor and roof of 7 feet 4 inches and have door openings 3 feet 6 inches wide. A load of 6,000 pounds can be placed within one of these steel vaults and be perfectly secure against fire, storms, or theft. The load would be less damaged in a wreck than when carried the ordinary way in an express-car."

While the test is for ascertaining the benefits of handling express matter, the plan may be used for freight also, and it may be found feasible to build containers for hauling perishables, requiring refrigeration; or steam connections could be installed suggested by the writer is for containers small enough to load through to prevent freezing. Another use the side doors of the regular box car. These could be universally used and would not require any special car. We read further:

"These containers divide the load into nine packages and reduce the liability of becoming damaged nine times.

"Something must be done to strengthen the package in proportion to the increased capacity of the equipment, and this plan may solve the problem.

"Certainly from the car-shortage point of view this car can be loaded and unloaded in much less time than through the side doors, if proper arrangements are at hand to lift them to and from the car."

MINISTER OF LABOR URGED TO CALL YET ANOTHER INDUSTRIAL CONFERENCE
National Joint Conference Board for the Building Industry Unanimous for Second Meeting—Apprenticeship Question Discussed.

Ottawa.

The Minister of Labor will shortly be asked to call a National Industrial Conference similar to that held in Ottawa in September, 1919. This was decided at a meeting of the National Joint Conference Board for the building industry in Ottawa last week, at which delegates from the Association of Building and Construction Industries and the Trades and Labor Congress were present.

The success of the first conference of employers and employees called by the Dominion Government was so marked that both sides consider that it would be to its advantage to have another similar meeting. A committee was appointed to interview the Minister of Labor and request his department to call the conference. The second week in May is suggested as a suitable time for holding the meeting.

The question of a standard system of apprenticeship for the building and construction industries was also considered and a tentative

agreement form to be used in all cases was drawn up.

At the recent Winnipeg conference of the Association of Building and Construction Industries it was decided that something must be done to right the apprentice difficulty that at present exists. Local trade unions, trades and labor councils and branches of the association will be asked to take up the agreement and report on it.

The new agreement takes up the question of wages and training and of the amount of schooling that a boy is to receive while he is an apprentice.

BRITISH LABOR PARTY ATTACKS GERMAN PAYMENT PLAN AS DETERIMENTAL

A MANIFESTO on the proposed German indemnity has been adopted at a joint meeting of the Parliamentary Committee of the Trades Union Congress and the executive committee of the Labor party held in London recently. It claims that the causes of the industrial crisis lay for the most part abroad. All Europe has been impoverished by war and part of it has been ruined by peace.

"We are now faced in the indemnity terms," says the manifesto, "with a demand for an immense tribute from German industry which must reduce still further the capacity of the German population to consume our goods. We shipped directly last year to the German, Russian and Austro-Hungarian ports less than one-tenth of what we sent out to them in 1913. That decrease alone would suffice to account for most of the present unemployment.

Ruining the Customers.

"In this general impoverishment which by ruining our customers has thrown our workers idle, there is something worse than the inevitable waste of wealth caused by the war. The blockade of Russia was a wanton act of policy. In clause after clause the peace treaties have completed the ruin which the war began.

"Germany was bidden (quite properly) to work in order that reparations might be earned, but the treaty which imposed this obligation took her mercantile marine, deprived her of three-fourths of her iron ore, diminished her supply of industrial coal, and closed down the banks and businesses by which alone she can trade abroad."

Swamping World's Market.

It is argued that the indemnity can be paid only in exports of goods which will come here without calling forth any answering goods by way of payment. That means further disturbance of British industry. Again, if Germany is to pay, she must desist for forty-two years from buying any but absolutely necessary goods abroad.

That means the British market cannot be recovered, and consequently unemployment. Swamping of the world's market with what are vir-

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tually prison-made goods will confront British workers with an unprecedented form of competition.

The manifesto concludes by declaring the present crisis of unemployment here is the direct outcome of a suicidal foreign policy, and a demand is made not only for reconsideration of the indemnity demands, but for a reversal of the whole line of the Allies' conduct toward Central Europe and Russia.

LOOK OUT!

Mother: "Johnny, if you eat any more, you'll burst."

Johnny: "Well, pass the cake, mother, and yet out of the way."

THE APPLE COATS AND SUITS.

One clothing merchant uses the apple as a trade-mark. He claims there wouldn't have been any clothing business if it hadn't been for an apple.

THE JUDGE SAYS TO THE WITNESS "TELL US WHAT YOU KNOW — NOT WHAT YOU BELIEVE."

SO HERE IT IS: WE KNOW THAT THE FROZEN CREAM CREATIONS PREPARED BY OUR SPECIALISTS ARE THE RICHEST IN QUALITY. A BEAUTIFUL COMBINATION OF ICE CREAMS HAVE BEEN FORMED INTO A PINT MOULD LABELLED "QUALITY" — IT'S (Vanilla, Orange and Chocolate) ASK FOR THE NEW "CITY DAILY QUAILITY" PACKAGE TO-NIGHT.

AGENCIES
ALL OVER

The Railroad Pay Problem

(From The Literary Digest).

WHEN people are staying home because it costs too much to travel on the railroads, and produce is not shipped because the freight-rates are too high, the suggestion that the roads might be willing to cut rates if they were allowed to cut labor costs naturally brings a favorable response from a large number of the daily papers. It is evident enough that labor costs may be decreased by eliminating inefficient and surplus labor as well as by cutting wages.

The railroad executives are willing to keep the wages of skilled workers at present levels for a time at least, if they can reduce the pay of unskilled labor and can be rid of the 182 uniform national working-agreements and rules left behind as a legacy by the United States Railroad Administration. The existence of these rules is costing the roads, so they say, \$300,000,000 a year. Before the war, out of every dollar collected by the roads, between 40 and 50 cents was paid out in wages; now 60 cents is paid out in wages.

In 1917 the railroad pay-roll was \$1,704,000,000; recently it had reached the enormous figure of \$3,700,000,000. Hoping to be able to reduce expenses at once, and so save some of the weaker roads from bankruptcy, the railroads recently asked the Railroad Labor Board to abrogate the wage agreements and to allow the executives of the respective railroads to make new rules by agreement with their own employees and to set the wages for unskilled labor at the levels prevailing in other industry.

The Railroad Labor Board's refusal to grant this emergency request was made without any expression of opinion on the merits of the case, but merely on a point of jurisdiction. It may eventually decide that these agreements should be abrogated, and in the meantime the railroads are keeping up their campaign to influence public opinion against them.

The issue, says Frank Haigh Dixon, Professor of Economics in Princeton University, as quoted in the New York Tribune, is simply this: "Shall the conditions under which work is performed in a specific craft be so standardized by a national agreement that there is no opportunity by any individual road for modification to meet local conditions?" All the roads want, declares The Railway Age, is "a reduction of expenses through increased efficiency of labor."

Items of Expense.

The only reason they wish to get rid of the working rules is because they have fostered inefficiency. Undoubtedly,

"Other and great increases in efficiency and economy must be obtained. The cost of fuel has increased from about \$400,000,000 in 1917 to about \$700,000,000 in 1920.

It must be reduced. The cost of materials and supplies has increased from about \$700,000,000 in 1917 to about \$1,600,000,000 at the present time. It must be reduced. The railroad pay-roll is the largest item of all. In 1917 it was about \$1,704,000,000. It has increased until, according to the latest estimates, it was running, before the recent large reductions of forces were made, at the rate of more than \$3,700,000,000 a year. It also must be reduced.

"All these items of expense must be reduced, first, to enable the railways to earn the net return they are entitled to, and which they must earn to furnish the public good and adequate service, and, secondly, to enable them in due course to make reductions in freight- and passenger-rates. . . .

"In the long run working rules and conditions which force the railways to employ an excessive number of men will reduce railway traffic, prevent the railways from prospering and being adequately developed, and, in consequence, injure railway employees as well as the railway companies and the public."

A Piecework Basis.

The Pennsylvania Labor Herald (Allentown), defends the national agreements. If they "were set aside and the companies could return to the conditions existing on December 1, 1917,"

"It would mean that any railroad company could revise the payment of the shop employees and pay them on a piecework basis instead of an hourly rate. The hourly rate could still be allowed each employee while employed at work listed on 'hourly' work, but the companies would see to it that all work now done by shop employees was paid upon a piecework basis.

"In this manner the time on work could be cut until the shop employees would be doing twice as much work in eight hours, if such a thing were possible, and the difference in pay would revert back to the coupon-clippers and stockholders of the railroad companies."

Railroad labor's attitude is not so much a defense of all the agreements as a determination to retain what was gained during the war as respects wages, hours of labor, and union recognition. The workers may concede modifications here and there, but they do not propose to have all nation-wide rules thrown overboard at once. Moreover, they insist that management itself is inefficient and that much of the wage-reduction talk is merely part of a campaign to break the power of union labor in the railroad field.

The accusation of hypocrisy is openly made by the Cleveland Citizen, a labor organ, in the following editorial:

"After all of their boasts that private operation of the railways is more efficient and economical than public control and operation, and af-

GOOD THINGS ARE MADE TO BE EATEN

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ter frittering away hundreds of millions of dollars granted as subsidies by Congress, the railroad managers are now standing before the nation in naked hypocrisy and whining that they are unable to run the transportation business and guarantee profits of 6 per cent. on the stock (including 40 to 50 per cent. water), except by reducing the wages of the 2,000,000 employees, which demand is now being insistently made upon the United States Railroad Board and just as emphatically resisted by those who do the work. Brotherhood officials declare that the wages of employees did not advance as rapidly as living costs during the past six years and do not balance such costs to-day, and that under no circumstances will the railway operatives accept reductions in order to gratify the desires of the incompetent managements or the stockholders."

Series of Conferences.

Bearing in mind the statement of some railroad labor-leaders that certain readjustments might be considered, the Cleveland Plain Dealer feels that executives and workers really agree that this matter of wages and work conditions "is hardly national in character." And the Ohio daily thinks that "a system of regional agreements commensurate with the rate-making districts would seem to afford a fair basis of compromise."

It is partly, perhaps, because of a feeling that some such agreement will eventually be reached that spokesmen for both labor and capital agree in praising the decision of the Railroad Labor Board not to grant the immediate relief demanded by General Atterbury, of the Pennsylvania, on behalf of the roads. Labor, the Washington organ of sixteen labor organizations, and Mr. B. M. Jewell, president of the Railway Employees' Department of the American Federation of Labor, unite in calling the Board's decision a triumph for the principle of collective bargaining, because they think it means eventually a series of conferences between railway executives and the railway unions.

"Through their organizations," says Mr. Jewell, the railway workers "are ready at all times to make changes in wages, rules, working agreements, etc., when such changes are found to be justly reasonable." The decision, Labor believes,

"Will compel such autocrats as may remain in the railroad world to meet their men in conference. Added significance was given to the decision by the fact that the Board acted without waiting to hear from representatives of the employees, and that no dissenting opinion was filed. The Board is made up of three representatives of the public, three of the managers, and three of the em-

ployees. That such a tribunal should have decided against the contentions of the railroad managers without hearing the employees' side is convincing proof that Atterbury and the interests he represents did not have a leg to stand on."

Financial Aspects.

In Wall Street, where the railroads' financial plight is keenly felt, there is a feeling, according to the New York Times, that the Board made a wise decision. The Springfield Republican and the Manchester Union agree with the Baltimore American that "it is well to have a Board that can not be stampeded." The Wall Street Journal concedes that the Labor Board could hardly have been expected to grant General Atterbury's request without giving the other side a full hearing. "It doubtless is unfortunate that the roads must bear for months longer a burden of war-time wage-regulation," this newspaper is convinced, "it is outrageously oppressive both to the carriers and the country at large."

But it would be worse, "if the whole national effort to solve the railroad-labor problem embodied in the wage provisions of the Transportation Act had been brought down in disaster" by lack of faith in the impartiality of the Railroad Labor Board.

The Board, it will be remembered, refused to consider the financial difficulties of the roads as a valid reason for an immediate abrogation of the labor agreements. Such a decision would be encroaching on the duties of the Interstate Commerce Commission, which, under the Railroad Act, has jurisdiction over all matters involving railroad finance.

The Board intends to take up the matter of rules and working conditions with "the utmost practicable expedition" and will determine whether any of them are unreasonable. The Board declares that it "is endeavoring to perform its obligations and will be better able to succeed in doing so if it is not further interrupted by the introduction of unwarranted demands by either party."

COAL

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Workers in Many European Countries Now Enjoy the Legal Eight-hour Day

Early in 1917 the Legal Maximum Eight-Hour Day of General Application Existed Nowhere in Europe—Canada Lags Behind in Forward March.

(By J. A. P. HAYDON, in the Canadian Labor Press).

CANADA, once the leader in advanced social and labor legislation, is lagging very far behind most of the European countries. Many and varied are the reasons advanced for Canada's tardiness in this regard, but the fact remains, however, that Canada is amongst the very few countries, members of the League of Nations, that has not yet put into effect a legal eight-hour day.

The Washington Conference of the International Labor Organization adopted a draft convention calling for a legal workday of eight hours. This was forwarded to the Canadian Government and in due course was sent to the various provincial Governments for action, the Federal authorities claiming that under the British North America Act they have no jurisdiction in the matter.

The Trades and Labor Congress of Canada, speaking for the workers of the Dominion, has notified the Cabinet that this action does not relieve the Government from responsibility and in laying their legislation programme before the Cabinet, said:

"The Dominion Government, in our opinion, has a much greater duty to perform than merely carrying out the letter of the law by transmitting the findings of these International Labor Conferences to the several provincial Governments who seem unwilling to accept the responsibility for action thrown upon them."

When the Right Hon. Arthur Meighen, P.C., Premier of Canada, addressed the Windsor Convention of the Trades and Labor Congress of Canada, he emphasized that as Canada was not a separate element in the industrial world we must co-operate with other countries in the enactment of advanced social and labor legislation. The following extracts from his address tell their own story:

"Canada is not a single and separate element in the industrial world. We are one of the throng of competing nations, and as such we must take care that we do not place upon ourselves a disability that will hold back our progress. The only way to make progress is by working in co-operation with other countries, to the end that we may all march forward together to the lifting up of the status of those who are needy. In this respect, let me say that Canada leads the way."

Canada Far Behind.

In a recent bulletin, issued by the International Labor Office at Geneva, the fact stands out significantly that Canada is far behind most of the European countries. The bulletin states "that one of the most remarkable results since the war was the success of the workers in almost all the European countries in securing a legal eight-hour day."

Early in 1917 a legal maximum eight-hour day of general application existed nowhere in Europe.

Eight hour laws were not introduced in Revolutionary Russia and liberated Finland until the autumn of that year. The hours of miners were regulated by law in several countries, but the eight-hour day where it existed in other industries was only a standard fixed by collective agreement, chiefly for the purpose of fixing a limit after which a higher rate of wages should be paid (overtime rates). But the course of events as soon as revolution was accomplished in Germany and Austria showed that this question of a legal eight-hour day, regarded hitherto as an almost unrealizable dream, was the one of all labor questions which touched the workers most nearly.

In Germany the proclamation issued by the Council of the People's Commissioners on the outbreak of the Revolution mentioned specifically that a maximum eight-hour day would be introduced not later than the 1st January, 1919. Actually this was done eleven days after the issue of the proclamation, namely by the regulations of the 23rd November, 1918, and by the special order for bakeries of the same date which prohibits night work and Sunday work in that industry as well as prescribing an eight-hour day. Austria was not far behind. The eight-hour laws of both German-Austria and Czechoslovakia are dated December 19, 1918, and Poland also produced a provisional eight-hour decree the same month.

The sentiment in favor of a legal eight-hour day was not less potent in countries which escaped revolution. Although the revolutionary turmoil in the Central Powers led to a more prompt adoption of this reform than was possible in countries where there was no sudden break in constitutional procedure, the demand for similar legislation was quickly felt all over Europe as soon as the incubus of war conditions was lifted.

Thus, whereas by the end of 1918 in Europe there existed a legal maximum eight-hour day only in Fin-

land, Germany, Austria, Poland, Czechoslovakia, and Luxemburg (and perhaps also in Russia), by the end of 1919 there were laws on this subject also in France, Holland, Norway, Portugal, Spain, Sweden and Switzerland, and a draft convention had been adopted at Washington to make the rule of an eight-hour day in industry universal in all countries which are members of the League of Nations.

Of the group of European countries without laws on this subject at the time of the Washington Conference, Greece has embodied the Washington Convention in legislation, and similar legislation is also under consideration in Belgium.

Great Britain Behind.

The fact that Great Britain is still behindhand is due to a variety of causes. The power and status of the trade union movement in that country is such that the Government necessarily confers with its representatives before introducing bills on labor questions.

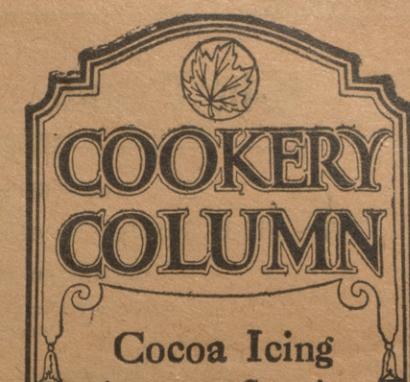
The discussions preliminary to the introduction of an eight-hour bill revealed a difference of opinion on the scope of that measure. Organized labor demanded the inclusion of agriculture and commerce.

The Government, foreseeing the difficulties in enforcing an eight-hour day on so wide a basis, objected, and no agreement has been come to at the time of writing. It has also to be borne in mind that the well organized trades in Great Britain have in some measure already secured a standard working day of eight hours or less by collective agreement, and the coal industry has already a legal seven-hour day.

Thus, the well-organized trades were not so concerned to press for the early passage of the bill, but, if passed, it will of course strengthen their position as well as extend the benefit of the eight-hour day to those trades which have not already secured it.

The above facts demonstrate more clearly than anything else that Canada is lagging behind other industrial countries. We appreciate the remarks of the Prime Minister at Windsor when he said: "The duty of the Government of Canada, as well as all other Governments, is to seek to make practical progress towards putting into effect its terms by co-operating with other countries concerned."

Parliament is now in session and as the Right Hon. Arthur Meighen said at Windsor, "Canada abides not merely by the letter to the convention, but in the spirit of that convention and loyally will do so as long as I can speak for the Government," we submit that performance is better than promise and the workers of this country demand that a legal maximum work day be established so that Canada may march forward with other industrial countries to the lifting up of the status of those who toil.



Cocoa Icing

4 teaspoons Cowan's Cocoa
2 cups icing sugar
½ teaspoon vanilla
2 tablespoons cold water
3 tablespoons hot water
Pinch of salt

Method:—Mix cocoa slowly with cold water, add hot water and boil for five minutes. Add flavoring and salt. Add sugar until mixture is of the right consistency to spread.

Cocoa Frosting

3 tablespoons Cowan's Cocoa
3 tablespoons coffee
½ teaspoon vanilla
1½ cups confectioner's sugar.

Method:—Mix cocoa and sugar, add coffee slowly, add vanilla and beat vigorously for five minutes. This makes a very good frosting for gingerbread, especially cocoa gingerbread.

G105



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GOOD WORK.

All good work is especially done without hesitation, without difficulty without boasting.—Ruskin.

ONLY ONE GLANCE.

"Did you notice that woman who just passed?" inquired he.

"The one," responded she, "with the gray hat, the white feather, the red velvet roses, the mauve jacket, the black skirt, the mink furs, and the lavender spats?"

"Yes."

"Not particularly."

ONE EXCEPTION.

Prof.—"Nobody ever heard of a sentence without a predicate."

Bright Soph.—"I have, prof."

Prof.—"What is it?"

Bright Soph.—"Thirty days."

TROPHIES.

Madge—"Did you send his presents back when you broke the engagement?"

Marjorie—"Of course not. Did you send back the silver cups you had won when you resigned from the golf club?"

The Canadian Railroader

WEEKLY

The Official Organ of
The Fifth Sunday Meeting Association of Canada

ORGANIZED SEPTEMBER 1916

Incorporated under Dominion Letters Patent.
April, 1919.

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GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

Obligations of Government

SIR HENRY DRAYTON'S statement of the obligation of the government, in respect to the national railways, appears to have surprised the politicians and business men. And there has been a disposition in some quarters to make the situation appear worse than it really is, apparently for a purpose not without interest to the whole body of wage workers.

It may, of course, be a mere co-incidence that Sir Henry's apparent discovery of the unsatisfactory situation of the railways was made at that very time the railway companies in the United States were inaugurating a drive to reduce the wages of railway workers. But in any case it has served as a pretext for a bombardment of the position of the railway workers, and for a general outcry that wages must be reduced in order to permit a resumption of business. In fact the alleged high wages of the railway workers are being held responsible for the present business depression. This, at any rate, is an interesting discovery and shows that politicians, bankers and business men who attributed the depression to other causes did not know what they were talking about.

Whether the men of light and leading who are now telling us that our railway development is twenty-five years ahead of the times, and that a lot of lives ought to be scrapped, know what they are talking about is another question.

Some people will remember that it is only a few years ago that the bankers and business interests of the country were complaining about the great loss from what they called the annual grain blockade, the inability of the railways to move grain to the sea ports with sufficient dispatch.

Moreover, it is hardly a year ago that there were complaints from widely separated parts of the country that the railways were not able to handle the business offering. The Halifax Board of Trade, for instance, roundly condemned the National railways for not giving more attention to the needs of the Maritimes provinces, declaring that in Nova Scotia alone one thousand additional cars were needed to carry on the business of the province, which was then suffering from the shortage of cars.

And passing from Halifax to Prince Rupert we find that the far west also has been, and still is, complaining about the inadequacy of railway facilities. Prince Rupert has been trying to develop the fishing industry; it is adjacent to splendid fishing grounds, and the only problem that presents any difficulty is that of transporting its fish catches to the markets. American and Canadian fishing vessels make Prince Rupert a base of operation, but owing to transportation disabilities they usually proceed to Vancouver or Seattle to land their catches, turning over a good business to the railways out of those ports. Last year the Prince Rupert Board of Trade repeatedly urged upon the

Minister of Railways and the Managing Board of the National railways the need of providing at least thirty refrigerator cars to enable the development of the fish trade. Explicit promises were given on several occasions that the cars would be built and placed at the service of the fish trade, but month after month passed and the cars failed to materialize.

The Canadian Fisherman says, that when a representative of the Canadian Fisheries Association visited the plant in Hamilton, where the Government railway officials said the cars were being built, he found that the plant had been closed down for months. This was on Feb. 9 of this year, after about a year of promises. Commenting on this fiasco the Canadian Fisherman under the title "Strangling an industry," says: "There is no certainty that those thirty cars will be delivered in March, and the promises of the railway officials amount to nothing but bluff and humbug. The whole matter reflects the spinelessness of the present administration. There seems to be no backbone to it and no definite policy appears to have been worked out to pull the country up through the mire it has sunk into. One would have thought that an opportunity to control the haulage of a huge fishery would have been seized upon by the government in an effort to make their railway pay. But the common axiom of plain business is ignored by the present government who are really to blame for the state of affairs existing on their own railway."

The Canadian Fisherman is the official organ of the Canadian Fisheries Association, composed of the employing interests in the fishing industry—an organization which is even today urging the Government railways to provide better facilities for the transport of fish from the Maritime provinces to the interior of Canada.

—Colin McKay.



OLD GROUCH says: "On the street car I heard a newsboy shout 'last edition' of one of our wonderful newspapers. He's wrong. There's no such luck!"

"White Collar" Progress

THE movement of journalists into the labor camp has, to outward appearances, been almost at a standstill for some time, but as a fact important work has been quietly done and is being done in the matter of fixing the defects which the structure showed in its early days and of meeting more adequately the various forms of opposition and other discouragement which the movement has had to contend with continuously for the last two years.

The opposition of publishers was rather severe at times, and, of course, there was no publicity for it. Some of our more or less great newspapers preach about the safeguards afforded by the open forum of the press, but although there is an open forum for many causes, fine, faddy and fishy, journalists who dare to talk of unionism are usually outlawed from it.

There was also apathy to the new movement within the ranks of labor itself. When interest was taken at all, there was a good deal of well-meant misunderstanding, a certain amount of suspicion and fear of the "white-collar brigade" in councils hitherto largely restricted to manual workers, and an occasional shrewd staging of labor politics which jarred the souls of journalists who had had a notion (from their kaleidoscopic experience of humanity, they really ought to have known better) that "Play up, and play the game" was the universal code amongst pledged brothers.

Another discouragement was the matter of administration, journalists being, perchance, subject to a system which, however excellent it might be for the workers for whom it was originally framed, was unsuited to the organization and psychology of unions of journalists. The details are many, but not of general interest.

Briefly it can be said with truth that journalist's unions had to face damaging blows both from within and without the labor movement. It is not right to enlarge on these domestic things, because all are surmountable, and, indeed, lengthening of acquaintanceship and closer exchanges of points of view have already substantially aided in surmounting them, but it is just as well to put them on the record in some way.

Yet the record is a travesty if it does not also pay tribute to the fine brotherly spirit, endless hope and enthusiasm, wise co-operation and understanding, of those trade unionists in office and in rank and file who stood by the journalists' movement from the beginning and were the prime moulders of the new period which seems to be quickly

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coming around; or if it does not pay tribute to those publishers, here and there in the crowd, who were independent enough and decent enough to deal frankly and fairly with unionism in journalism.

At present the few journalists' unions that exist on the American Continent are in better case than they have ever been so far as their foundations are concerned. Time has brought closer alliance with kindred trades. In Montreal, for example, the journalists' union is in partnership with six of the seven trades of the printing industry in the matter of joint action on questions of wages and working conditions. The International Typographical Union, with which the journalists' unions are allied, is now trying to put a proper base under the whole movement; only last week President McParland discussed the situation at a meeting held specially for the purpose in this city. The official announcement of changed and changing relations appear in the President's letter in the March issue of the Typographical Journal, as follows:

"The Albany convention remanded to the executive council the question of whether the jurisdiction over the news writers should be relinquished or retained. It has been decided to retain the jurisdiction, and in order that a working basis might be arrived at a commission has been appointed to draw up a program as to rules and procedure. This commission consists of W. Yorke-Hardy, of London, Ont.; John P. Whitman, of Boston, Mass., and Joe M. Johnson, of Washington, D.C. The former two gentlemen are journalists, Mr. Johnson being appointed as a printer member, as it was deemed advisable to have one of the main craft in the International Typographical Union added to the commission. The commission met in Indianapolis on February 14, and the result of its deliberations will later be communicated to the membership. The commission will continue to function, transacting most of its business by correspondence. Members of the typographical unions are requested to forward the names and addresses of such employes of the editorial rooms as they think might be interested to John P. Whitman, secretary of the commission, care Advertiser, Boston, Mass."

—Kennedy Crone.

THE CANADIAN RAILROADER is a carrier and
interpreter of the news and views of
the common people.

LABOR ORGANIZATION

AS THERE is evidently a call for something of the sort, it has been decided to reprint in pamphlet form the article in a recent issue, entitled "Primary of Labor Organization in Canada." The pamphlet will be sold at five cents a single copy. Trade unions, welfare organizations and other bodies requiring quantities for purposes of distribution will be given a special rate of 3c. a copy on orders of not less than 10 copies, and 2c. a copy on orders of not less than 100 copies. Deliveries will commence a week from this date.

GUMLESS "GUMMER."

Small Brother—"Will you please give me a stick of chewing-gum, Mr. Blunderly?"

Mr. Blunderly—"I don't chew gum, Bobbie. What makes you think I do?"

Small Brother—"Because I heard my sister say that when you were at the dance the other night you gummed the whole party."

THEN IT BEGAN.

Private Squib—"What's bitin' you, anyway?"

Private Squab—"Nothin's bitin' me."

Private Squib—"Well, you gave me a nasty look."

Private Squab—"I never gave it to you; you were born with it."

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Our Ottawa Letter

(From Our Own Correspondent).

Ottawa, March 12.

HON. J. D. REID, Minister of Railways and Canals, took the opportunity, while speaking on the St. Lawrence Waterway Transportation resolution, of attacking the railway employees of Canada. He charged the railway workers, and particularly those employed by the Canadian National Railways, with retarding the progress and development of Canada. The Minister of Railways and Canals went further. He said: "The railway employees themselves should endeavor to adjust matters in a way that the future of this country will not be hindered on account of the enormous operation of railway as is the case at the present time." If there is any doubt as to exactly what the Minister of Railways and Canals was driving at it might be well to quote another extract from his remarks: "The development of this country and the United States," said Dr. Reid, "has been hindered by what is called the McAdoo award in fixing wages of railway employees." The statement of the Minister of Railways and Canals has created a storm in Labor circles and is the most important, so far as the workers are concerned, that has emanated from official circles since the House of Commons opened on February 14. The officials of the Trades and Labor Congress of Canada and the legislative representatives of the Railway Brotherhoods are united in demanding an investigation into the cost of operating and management of our national railways. While the Minister of Railways and Canals gave the House of Commons a short statement on the question of the great deficit of the National Railways the last has not been heard of it by any means. Hon. T. A. Crerar, the leader of the Agrarian Party, while addressing the House on the Speech from the Throne, mentioned the question of Canada's National Railways and proposed that a re-valuation be made at once with a view of reducing the enormous annual deficits. The workers of Canada are now demanding that an investigation be conducted into costs of operation and management. The Government purposes re-organizing the Board of Directors and the Rt. Hon. Sir Robt. Borden, when he was Prime Minister, made a solemn promise to the railway workers that they would be given representation on the Board. This promise has since been reiterated by the present Prime Minister.

During the past week the House considered many questions including the Cattle Embargo, placed against our cattle by the British Government; the St. Lawrence Waterway Transportation; whether Ministers of the Crown should resign all directorships upon entry into the Ministry; Gas and Meter Inspection; Exchequer Court Act amendments;

Excessive and Inadequate Punishments; Pensions, Insurance and Re-establishment of Returned Soldiers; Canadian Nationals Definition Act; Oil in the Prairie Provinces; and Political Patronage.

On two occasions, during the week, the Government was unable to proceed with legislation. Opposition developed from the Liberal camp, not against the legislation itself, but owing to a "new departure," using Hon. W. Mackenzie King's expression, in introducing amendments to the bills much more substantial than the bills themselves, without giving the Opposition time to consider them.

Members as Directors.

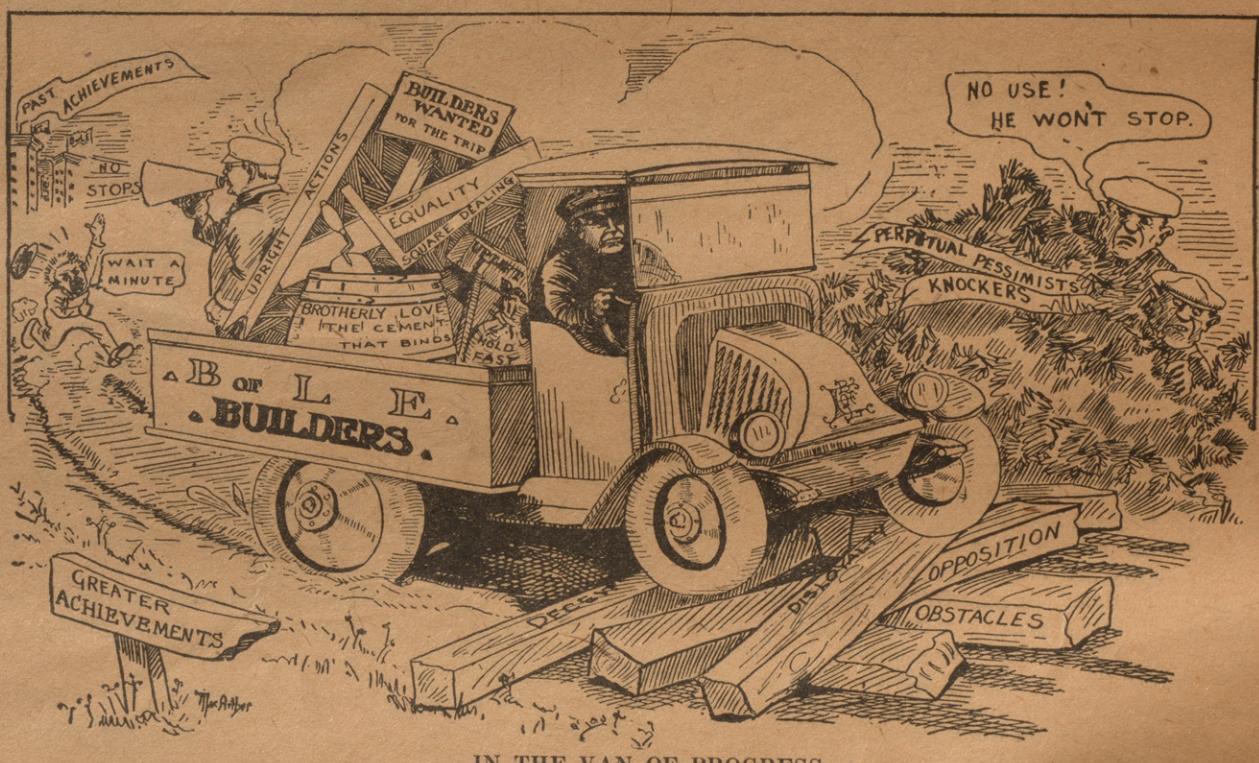
Mr. A. R. McMaster's bill, which would have made it compulsory for members upon entering the Ministry, to resign all directorships in companies met defeat. The debate

The Tariff Policy.

"Should the tariff policy be discussed around the Council table if the Minister of Marine is a director of several companies, and if these companies are interested in the drafting of the tariff schedules, will the minister think of the interest of Canada first, or will he think of the interest of his business associates?" asked Mr. Lucien Cannon (Dorchester), who followed the Minister of Marine. Mr. Cannon concluded his remarks by stating that "a minister who is director of a dozen companies and large corporations such as the Minister of Marine mentioned places himself in such a position that if he remains human, runs the risk of being incompetent, and if he wishes to be an angel he runs the risk of being misunderstood."

A tariff board would overcome the objections of the member for Dorchester, but the question was not raised. However, the bill was de-

the attention of the House all Friday afternoon and evening. The reception given to Sir Sam was perhaps the greatest ever accorded to a member of the Canadian House of Commons. Members in all parts of the House joined in the reception when the "Old Man" rose in presenting his resolution. The House while antagonistic to his proposal listened with respect. It was not the Sir Sam of old. His old erect, alert, dominating, military figure is no more. The effects of 70 summers and his thirty odd years of public service have left their mark. His voice at times was scarcely above a whisper and his remarks lacked their old-time snap and vigor. However, when Sir Sam mentioned his work in raising and equipping 350,000 men, the House broke into appreciative cheers; cheers which were renewed with even greater vigor and earnestness when the veteran, visibly moved, took his seat.



IN THE VAN OF PROGRESS.

—Locomotive Engineers' Journal.

on the McMaster bill was very interesting and the statements of Hon. C. C. Ballantyne are of particular interest to the workers. The Minister of Marine and Fisheries said: "I have no hesitation in stating that I am a director of many large industrial companies throughout Canada. I am also a director of banks and trust companies. When I entered the Cabinet I had of course to drop all my business connections as far as giving them any personal attention was concerned; I have not been able to attend to the duties of the various boards to which I belong. Secure as this government is at the present time, governments come and governments go, therefore a business man would be most unwise to dispose of all his holdings and resign from all the boards on which he sat as a director in order to accept a passing honor in any particular government that might last only for a few years."

feated on division and in the vote the House divided in all ways, even the Agrarians splitting on the question. Hon. T. A. Crerar and Dr. Michael Clark voted against its adoption.

During the debate on the St. Lawrence Waterway Transportation the Agrarians showed a disposition to oppose this measure. In the lobby your correspondent learned that the Agrarians of Western Canada are more anxious for the completion of the Hudson Bay Railway than in the deepening of the St. Lawrence. They claim that when the Hudson Bay Railway is completed to Port Churchill a seaport will be 428 miles nearer Regina than Fort William is at present.

The Question of Patronage.

Sir Sam Hughes, K.C.B., the senior member of the House, who for the past thirty-four years has been a member of Parliament, introduced a resolution asking for a return of patronage and the question occupied

It is difficult to follow the politicians on this question. The two Ottawa members, both members of the Government, disagreed on the question of patronage. Mr. A. E. Fripp desired a return of patronage and quoted an alleged statement of Federal Union No. 66 in substantiation of that claim. The Federal Union have repudiated such statement, but that did not deter the Ottawa member. Dr. Chabot quoted from the Civil Service Association against a return of patronage. The Ottawa members followed the policy of the Government in playing the two civil service organizations against each other. The Federal Union is a Labor organization and follows the policies of the Trades and Labor Congress of Canada while the Civil Service Association follows its independent course, which usually harmonizes with the Government. However, the statements of Mr. Fripp that the Federal Union de-

sire a return of patronage are without foundation of fact. After discussing patronage for six hours the resolution was withdrawn.

Pension Allowances.

Major C. G. Power, M.C., (Quebec South), introduced two resolutions in regard to questions affecting returned soldiers. One of them called for the Pension Commission to deduct payments for insurance from pension allowance of the ex-service man and the second one was an amendment to the Pension Act to provide that a widowed mother's pension shall not be reduced on account of her income. A lengthy discussion followed the introduction of the second resolution and in withdrawing it Major Powers said: "I am willing to do my best for the returned soldiers at any time, but I will certainly not sit on the committee (Pension Committee), another year. I know that on several occasions during the proceedings of the committee last year, the soldier vote was defeated by an almost entirely civilian vote; and if that is to happen again—and it might very well happen on this very question—I do not see the necessity or any reason why the committee should sit another year. I am strongly desirous of furthering the cause of the widowed mothers, and if it were left to my own feelings in this matter I would say, 'Let us come to a showdown and see whether those who have been telling us so much about their interest in the returned soldiers and their dependents will prove their interest by their votes on the question when put to them in a fair and straightforward manner.' However, it seems to be the opinion of those who are better versed in parliamentary matters than I am, that more good may perhaps be obtained by referring this question again to a committee. Therefore, I beg leave to withdraw the motion."

The Mounted Police.

The estimates were brought down on Tuesday by Sir Henry Drayton, Minister of Finance, and in many departments there is a notable reduction.

One hundred and twenty-five recruits were secured by Commissioner Perry of the Royal Canadian Mounted Police in Great Britain during the past year, ninety-nine of whom are stationed at Regina and twenty-six at Ottawa. Commissioner Perry was sent to England on the authority of the Prime Minister and the President of the Privy Council. He was accompanied by Rt. Hon. Newton W. Rowell, ex-president of the Privy Council, and the expense of Commissioner Perry's trip was \$1,146.48. Efforts were made to secure the recruits in Canada by printed posters. The expenses of bringing the recruits to Canada were nil. The above information was given by the Government in answer to questions asked by Mr. Frank S. Cahill (Pontiac). These recruits are all ex-service men of the British army and against their immigration the Trades and Labor Congress very strenuously objected.

Walking Across the Continent

Mr. and Mrs. Frank J. Dill Tramp the Railroad Tracks En Route From Halifax to Vancouver.

TRANSCONTINENTAL trekking on the ties must have a fascination all its own. What that fascination is one must judge from the experiences of the third pair of Halifax hikers to strike Montreal in the course of their westward journey. Mr. and Mrs. Frank J. Dill are the happy hikers. Some one has called them "honeymoon hikers," because, although they have been married two years, this is their wedding trip. Frank Dill is a railroader—a brakeman, who used to run out of Saskatoon and Moose Jaw, and has a brother an engineer in that section now. All his family are railroaders, his father and two uncles having been engineers. His wife is known in Nova Scotia as a champion skater.

They are a young couple, full of vim and optimism, and they have chosen this way of seeing Canada because of its health-giving qualities. Like the other hikers who pre-

but now that the snows are disappearing they will have to accommodate themselves to the ties, or walk alongside of them.

On their route from Halifax to Montreal the Dills were treated with great kindness everywhere they stayed, and the railroaders along the line were greatly interested from a sporting standpoint in their long walk. More than once temptation was put in their way by offer of a free ride, but the hikers had steeled themselves against yielding to any such amelioration of their hardships, and were glad they had done so, as they concluded from observation that some of the offers made them were for the purpose of testing the genuineness of their hike.

Mrs. Dill, like her husband, wears a costume consisting of a mackinaw and riding breeches. The couple support themselves en route by selling postcard photographs showing them as they appeared at the commencement of their adventurous journey, which commenced on February 1st and will terminate when they have reached Vancouver.

It is not the oath that makes us believe the man, but the man the oath.—Aeschylus.

TAKING NO RISK

Fair Visitor—Why are you giving Fido's teeth such a thorough brushing?

Fond Mistress—Oh! The poor darling's just bitten some horrid person, and, really, you know, one can't be too careful.

NO DEFENSE

Lawyer—I think I can get you a divorce, madam, for cruel and inhuman treatment—but do you think your husband will fight the suit?

Woman—Fight! Why, the little shrimp hasn't even come into a room where I am!



Could Not Sleep

Mr. Earnest Clark, Police Officer, 338 King St., Kingston, Ont., writes:

"For three years I suffered from nervousness and sleeplessness. I believe my condition was brought about by overwork. I had frequent headaches, neuralgic pains and twitching of the nerves and muscles. I had indigestion, was short of breath and easily tired. I commenced a treatment of Dr. Chase's Nerve Food, and seven boxes of this medicine cured me of all my symptoms. I am now feeling one hundred per cent. better than I was, and have to thank Dr. Chase's Nerve Food for the good health I am now enjoying."

Dr. Chase's Nerve Food, 50 cents a box, \$ for \$2.75, all dealers, or Edmansons, Bates & Co., Ltd., Toronto.

Dr. Chase's
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SURE SIGN.

She (tenderly)—"When did you first know you loved me?"

He—"When I began to get mad when people said you were brainless and unattractive."

**FIVE
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Education and Class Barriers New York C. P. R. Building

(By TOM MYERS, Labor M.P. for Spen Valley, in Reynold's News-paper, London).

ONE of the most sinister movements which has shown itself during the past few months has been that which has for its object the curtailment of expenditure upon education. Not only do the suggestions which come from this agitation go back upon many lofty war-time pronouncements, but they ignore a firm and widely-recognized acceptance that well-directed expenditure upon education is a sound national investment.

There are indications that much of the criticism emanating from this quarter is both misdirected and ill-informed. Apart from urging that the provisions of the Education Act, 1918, which are still inoperative, should not be applied, there appears to be little point in most of the objections put forward.

It is quite true that the annual cost of elementary and secondary education has doubled since 1914. But that is not the result of a greater volume of educational work being done. It is solely to the extra cost of educational services, arising out of the exigencies of the abnormal conditions of the past five years. But it does not constitute a reason why a sound and progressive educational policy should not be followed. The suggestion that national economy can be effected by and through a slackening of educational effort is a fallacy that needs to be challenged.

National Need To-day.

The balancing and extension of educational opportunity is one of the pressing needs of our time. There is nothing inside the national life to-day which creates and sustains class distinctions to the extent that our educational system does. The worst features of that class antagonism which some sections of society deplore are produced and perpetuated by the one-sided educational system now prevailing, and it is being fostered and sustained by those who protest most strongly against the class bias which sometimes prevails.

What is needed at the present time is that our educational system should be treated as a comprehensive whole, one phase complementary and not independent of the other. It is now in a series of water-tight compartments, conditioned to the requirements of those who occupy them.

This sectional aspect of education is well understood by those who profit by the higher educational facilities which are available. But it creates that class outlook, and perpetuates that exclusiveness which an all-round educational opportunity would break down. Education is one of the most powerful factors in the balancing of human relationship.

The equalization of educational opportunity would wipe out a large proportion of present-day snobbish-

ness, and a better understanding of each other would be made possible through all grades of society; while the wider diffusion of educational advantages which would come to a larger number of people would be a tangible gain to the country as a whole.

Between Cradle and Factory.

There are, roughly, some 6,000,000 children in the elementary schools of England and Wales. Few of these children will secure any other education. Under present conditions it is absolutely inevitable that these children will cut off their education at a point when the real education that counts should begin.

Our elementary school system is not judged in the light of a probationary period of education, but merely as the intermediary between the cradle and the Factory Ages. Instead of the elementary school being recognized as an educational preparatory stage, it has become the medium through which a set of industrial workers will come with a slightly sharper mentality than the generation which preceded them.

And the teachers in our elementary schools chafe under the system which imposes these limitations, and denies to them that satisfaction which the realization of a completed work provides. And if the industrial population come round to see the defects of our educational system and demand the wider opportunity to which the children are entitled, the facilities for such further educational progress are not available.

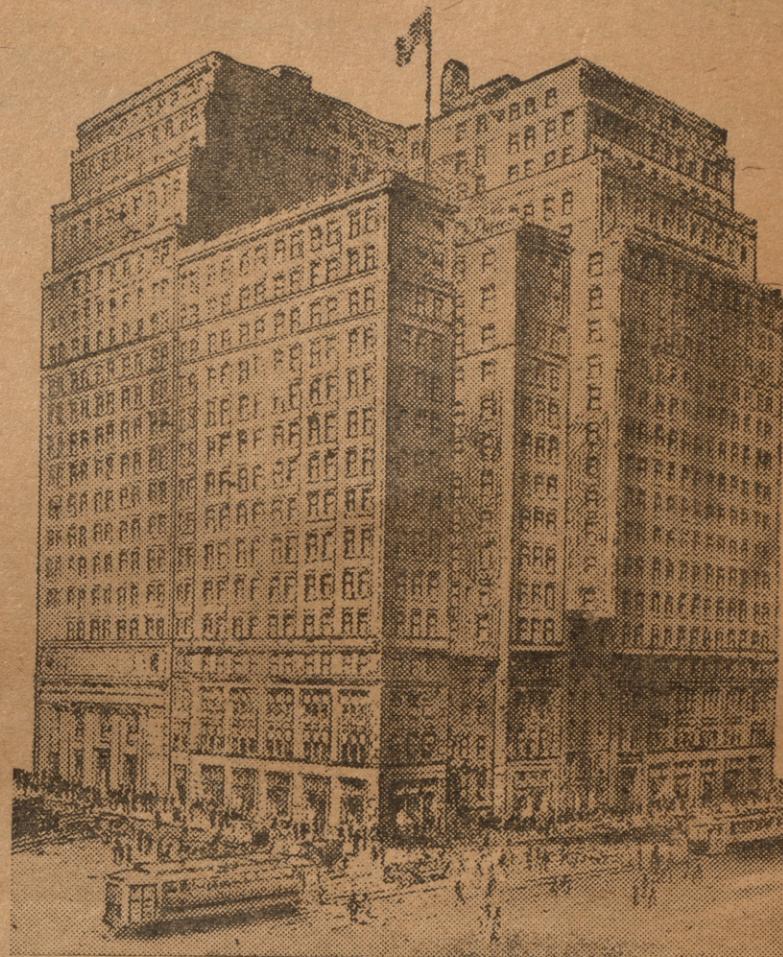
There are, roughly, 250,000 to 300,000 scholars in attendance at the secondary schools of England and Wales. At present these schools are being used as primary schools for the children of middle class people.

Thousands of young children of ten years and under are in attendance at these schools to-day, who have not seen inside an elementary school, and who have had little or no preparatory course education.

Yet for the year ending March 31, 1920, there were 11,134 applicants for free places in the secondary schools of England and Wales whom the school authorities were unable to admit, but would have been ready to do so had the accommodation been available. The secondary schools of the country are only called upon to provide 25 per cent. of their accommodation as free places for children who come up from the elementary schools after a stiff scholarship examination, often at the sacrifice of necessary leisure and recreation.

The Bank Balance Passport.

The remaining 75 per cent. of the scholars in the secondary schools are free-paying pupils. These walk right in, and little or no preliminary test is applied. The bank balance of their parents is their passport. Children who fail in the scholarship examination at the elementary school frequently enter the secondary schools



Great interest is being taken by New York transportation and real estate men in the decision taken by the Canadian Pacific Railway to concentrate its various offices into one building close to the Grand Central Station.

The Canadian Pacific deal, which has required an entire year to close on account of its elaborate ramifications, involves a lease from the Madison Avenue Offices, Inc., the holding corporation for the Fifth Church of Christ Scientist, of a large store, basement and almost the entire second floor of the 44th Street portion of this twenty-one story building; and also involves an investment of considerable proportions by the Canadian Pacific Railway Company in the building itself, in consideration of which the name of the building will be changed from "Madison Avenue Offices," or, as it has sometimes been referred to, the "Christian Science Building," and will be re-named the "Canadian Pacific Building."

The area of the plot on which the building stands covers over 31,000 square feet, and is situated directly opposite the Hotel Biltmore on the east, Brooks Brothers' building to the north and the old Hotel Manhattan to the south.

The Canadian Pacific Railway will occupy in the store, basement and second floor, all that part of the building on which only a year ago stood St. Bartholomew's Church, demolished last April, to make way

for the great uptown trend of business.

The negotiations just closed provide, in addition to the investment mentioned above, a lease for 21 years at an aggregate rental of something approaching \$3,000,000. It was said by F. R. Perry, General Agent, Passenger Department, in New York, for the Canadian Pacific, that it will give up its railway offices at Broadway and 30th Street and its branch at Broadway and 33rd Street, and will combine its railway, steamship, and colonization departments in its new home on Madison Avenue. The plans of the Canadian Pacific Company are particularly significant in that they will provide the largest consolidated ticket offices in New York, for, in addition to their own occupancy, it is said by the agents of the new Canadian Pacific Building, that negotiations are pending with several of the largest trans-continental railroads for representation in the same store. This arrangement is similar to the Railroad Administration during the war.

The store has a frontage of 81 ft. 6 in. on Madison Avenue and 146 ft. 6 in. on 44th Street. The Canadian Pacific Building will contain over 400,000 square feet of rental area and will be the most up-to-date office building in the Grand Central District. Many offices and much space have already been leased to influential corporations, and it is said by the agents that other important leases are now pending.

as fee-paying pupils if they have the financial backing.

The average annual fees paid at the secondary schools are about \$40 per scholar. The annual cost of their education is now from \$140 to \$150 per scholar. The deficiency is made up out of local rates and Government grants.

The total estimated cost of secondary and higher education in England and Wales for the current year

is nearly \$50,000,000, of which sum probably less than \$7,500,000 is derived from fees, a comparatively small contribution, but which assists to keep intact the class exclusiveness of the system. The remedy is not to be found in raising the fees. That will only intensify the present position. To abolish the fees would only add a sum equal to about 1-50th part of our present educational expenditure.

Honored Trainman for His Brave Action

Nearly one hundred citizens of Three Rivers and Canadian Pacific Railway employees assembled in the city hall at Three Rivers the other evening on the occasion of the presentation of a parchment of the Royal Canadian Humane Association to Trainman Norbert Lafontaine, of the Canadian Pacific Railway, for life saving, at Three Rivers Station. Pro-Mayor A. Gouin presided, and was supported on the platform by Mr. W. J. Uren, assistant general superintendent of the Canadian Pacific Railway, Montreal; Mr. O. M. Lavoie, divisional superintendent, Montreal; Mr. A. H. Kendall, district master mechanic, Montreal; Mr. Leslie, Three Rivers; F. W. Fox, press bureau, Montreal; Chief of Police Berthiaume, Mr. R. E. Keough, assistant engineer maintenance of way, Montreal; R. Walton, division master mechanic; W. H. Harper, resident engineer; G. Couture, C. Murdoch, E. Lapointe, Alderman N. Lamy, M. Faily, A. Bettez, Messrs. J. O. Lacousiere, V. Burrill, C. S. Burrill, R. Ryan, L. N. Jourdain, C. H. Moineau and Dr. Bellac.

Pro Mayor Gouin, in asking Mr. Uren to make the presentation on behalf of the society and the C. P. R., paid a tribute to the railway company for the manner in which

it took care of the welfare of the employees. There was no company, he said, that did more for its men and encouraged promotion to those deserving, consequently it behooved them all to remember and in return for those good things to give efficiency and service.

Mr. Uren said: "We are met together to-night to do honor to a fellow workman, an employee of the Canadian Pacific Railway Company, who has been awarded the much coveted parchment of the Royal Canadian Humane Association for life saving. As you all know, it was

by his promptitude, coolness and courage that Trainman Norbert Lafontaine saved the life of an unidentified lumberman on September 15th last on the platform at Three Rivers.

"It was when train No. 351 was being switched that a man, while attempting to jump on to one of the cars, fell between the train and the platform. Lafontaine saw the accident and immediately sprang forward, pulled him out at great risk to himself, and thereby saved him from being badly injured if not killed.

"It is these acts of bravery and cool courage that the officials of the company delight to see properly acknowledged. It is interesting to know that while the railway expects efficiency from its employees, it is

also desirous of endeavoring to promote a kindly feeling amongst the workers, and has always endeavored to give honor where honor is due, as in this particular case, immediately the attention of the higher officials was drawn to it an effort was made to secure proper recognition, and it is for this purpose that we are met together.

"In conclusion, I hope that you will all learn an object lesson from the bravery performed by Mr. Lafontaine, and it gives me very great pleasure to present on behalf of the Royal Canadian Humane Association and the Canadian Pacific Railway this parchment in recognition of your noble deed, and trust that you will live long and prosper."

Mr. Lafontaine briefly acknowledged the parchment.

Pictures From The West Coast of Vancouver Island



Totem Poles, Nootka Sound.

Two days out from Victoria, going north on the West Coast of Vancouver Island! One travels most of the way in the open sea with the nearest land to the left, the islands of Japan and the Siberian coast. But now and then, according to the freight destination, the ship runs up some of the loveliest waterways in the world. These are the inland passages which the Pacific has made for itself in thousands of years in a vain effort to bisect Vancouver Island. At the last, in spite of the many miles of inroads it has made, the sea always falls back discomfited, for a great chain of mountains runs down the centre of this island, and taunts the might of the ocean—"Thus far shalt thou come and no farther."

One of the most beautiful of these groping arms of the sea enters in at Nootka Sound, and curves around a score of islands, and innumerable islets, finding its winding way out through Tashish Narrows, accompanied for all its journey by clouds of gulls, cormorants, and Siwash ducks, which circle about, and dip and sway in colorful, rhythmic companies, reflected, as is everything in earth and sky, in the placid water mirror through which the ship

cleaves noiselessly.

Nootka is the oldest settled district on the West Coast of Vancouver Island, and it remains almost as it was in the beginning. In spite of the fact that there is a large modern cannery at the wharf, with every labor saving device installed, the Indians who work there live in the same kind of rude little huts that they had hundreds of years ago. Narrow winding trails lead one through dense woods, where the path is often broken by a noisy waterfall, which must be crossed on a fallen log or rough boulders. Only an hour's journey from the cannery is Friendly Cove, famous as the scene of many a murder long ago, including that of whole ships' crews; and the enslaving of white men by the Indian king. Here are to be seen the remains of ancient Spanish barricades, and mounds of whitened skulls, the latter gruesome reminders of wholesale massacres.

Along the West Coast are dotted missions and mission schools, but Nootka scorns such innovations, as she does all things that go with civilization. This may be deplorable, but it makes for interest and what is picturesque. Barefooted and bare-legged the old squaws greet one, clad in colors as gay as they can find, with their heads tied up in

Caves, Maqunea Point, Nootka Sound.

brilliant kerchiefs. They chatter to one in their own unintelligible jargon, their beady eyes brightly contemptuous, their smile infinitely patronizing. Their daughters work in the cannery. They wear the head-dress of gaudy hue, but are clad from head to foot in yellow mackintosh. Some of them are comely, most of them are uncouth, but they make a vividly colorful picture, as they crowd to meet the boats.

The old women bring baskets and mats—the former really beautiful works of art, made of rushes or the inner bark of the cedar, woven in fine and intricate designs. They sell them for a mere song, compared with the price one is asked in the cities' shops.

The chief's house stands at the right of a great waterfall, and all round it, drawn up out of reach of the water, salt or fresh, lie a score of war canoes, some in the embryonic stage, some finished. They are made from hollowed cedar logs, and are ornamented lavishly, with rows of pretty shells inlaid, and grotesque head pieces of ravens or ducks. They are burned on the outside and highly polished, and are painted red within. Nothing can be more quaintly beautiful, nor more suggestive of the old days of tragic adventure.

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Porridge and the Patriot

(From Our Own Correspondent).

Glasgow.

THERE is no doubt that Scottish nationalism has lately expressed itself in many different ways. We have seen in Glasgow the beginnings of a movement to establish native drama on permanent lines; we have heard what Professor Craigie had to say about the decay of the vernacular and what the Burn's orators had to say about Professor Craigie, and we are about to enter a busy Musical Festival season. But nobody, so far as we know, has yet touched upon that aspect of patriotism which is related to the price of oatmeal.

Porridge — despite the artificial popularity of the haggis at this season of the year — is pre-eminently the characteristic item of northern dietary. Figures recently published move one to ask whether or not porridge is just quite so popular in Scotland as it used to be.

During the last two years the price of the 280 lb. sack of Midlothian oatmeal soared to no less than 108s per sack, a figure at which it remained for several months on end. Meal, that is, was being retailed at well over 5s a stone. Before the war the stone of oatmeal cost about 2s. It is a legitimate conclusion that when the price was more than doubled the demand fell off, and the plate of porridge disappeared from many a Scottish breakfast-table.

In making such an estimate, we remember that very many Scotsmen have not the same need of solid, sustaining food as their grandfathers had. Industrialism has driven into the cities and towns the bulk of the population, and of these millions a very considerable proportion is engaged on sedentary work. Whether or not these sedentary workers actually need as much strong feeding as their bucolic forebears, it is a fact that the modern semi-cloistered habit of life is not conducive to heavy eating.

Simultaneously with that effect of intensive industrialism, there has come the tendency to adopt the habits of long-settled communities. Thus the blandishments of bacon and eggs have not been displayed in vain before the urban Scot. Altogether, it seems reasonable to say that the popularity of porridge has inevitably declined, quite apart from the unpopularity of its high price during the last few years. It has been seen that, when forced by economic pressure to choose between his porridge and his bacon, many a Scotsman has turned his back, however regrettably, on the tradition of his race.



James Gibson

A Bowl of Porridge.

There is undoubtedly a physical aspect of the question, upon which no layman can accurately lay down the law. Perhaps the sedentary worker is best furnished for his peculiar tasks with the light breakfast of bacon and eggs. Surely the manual worker is most properly equipped for his drudgery after a good bowl of porridge. That is for medical authority to say. In the meantime, we can only wonder what is it to be the general effect of the recent marked decline in the price of oatmeal.

It has been quoted in Glasgow this week at from 59s to 64s per sack. At the latter figure, the retail price should be round about 4s per stone — double the pre-war price, it is true, but yet a considerable drop from the famine rates lately ruling. And as spring approaches milk is becoming more plentiful. In other words, porridge promises to become, comparatively, one of the cheapest forms of food available.

The relief to the manual worker, who has never forsaken his faith in it, will be great. But will the indoor worker come back to the porridge-plate again and restore a national glory in all its perfection? By thus defying general economic evolution, he may set a-going that other immediate economic factor which will check the tendency of oatmeal prices to fall. So we may have to ask the Ministry of Health what is best for the community as a whole. Or perhaps we should just let things work themselves out. That is probably what we shall do.

—James Gibson.

MOTHERS' PENSIONS IN DEMAND.

THE growing conviction among social workers of this city that the provincial government should make some provision, similar to that of certain other provinces, for the financial relief of mothers with dependent children, where the bread-winner has been removed by death, or disabled in a permanent way, found expression in a public meeting convened by, and held at the offices of the Charity Organization Society, 70 Jeanne Mance street, Montreal. The meeting was representative of all charitable enterprise of the city, Catholic, Protestant and Hebrew, and of labor, and the expressions of opinion were unanimously in favor of formulating some preliminary plans for action. The meeting formally approved of the principle of mother's pensions and appointed a committee of nine to investigate and prepare data in backing up their case when it has to be presented to the Government.

The meeting was presided over by Senator Dandurand, with Mr. John B. Dawson officiating as secretary, among those present being Madame H. Fortier, Lady Hingston, Mr. E. Valentyne of the St. Vincent de Paul Society; A. Mathieu, president of the

Trades & Labor Council; J. A. Woodward, of the Fifth Sunday Meeting Association; Mr. Jesse Perlman of the Federation of Jewish Philanthropies; Madame Gerin Lajoie of the Federation Nationale St. Jean Baptiste; Mrs. Wellington Dixon of the Children's Bureau; Miss L. E. F. Barry of the Catholic Social Service Guild.

The committee mentioned was constituted as follows: Dr. Grace Ritchie, England; Miss Granville Boissonault, St. Jean Baptiste Society; Madame H. Fortier, Catholic Women's League; Mrs. J. B. Learmont, Mrs. J. J. Louson, Charity Organization Society; Miss L. E. F. Barry, Catholic Social Service Guild; Miss Frank, Federation of Jewish Philanthropies; J. B. Dawson, Secretary Charities Organization Society; Mrs. J. A. Henderson, Local Council of Women.

Government Aid.

In the discussion which preceded the action taken, it was pointed out by Miss Barry, Mr. Perlman, Mr. Valentyne, Mrs. Gerin Lajoie and others associated with active philanthropic work in the city, that there were ever accumulating calls on their resources and that there was need for government intervention in the matter if the work was to be carried on as it should be.

The opinion was also voiced by Mr. Woodward and Mr. Mathieu, representing labor, that the welfare and happiness of the people was the

greatest charge on the State and that efforts to remove misery and suffering should be directed from that source.

Mr. Mathieu observed that the Trades and Labor Council was already on record in approval of widows' pensions, and Mr. Woodward proposed a resolution calling for the appointment of a commission looking to the working out of a government pension scheme.

This suggestion, however, was discarded in favor of the suggestion that a committee should prepare a case, embodying all available data, to be accompanied by the personal representations of a delegation which will wait upon the government later on. It was intimated that the committee will report to another meeting to be held in the course of the next three or four weeks.

It was stated by Mrs. Gerin Lajoie that petitions are being signed in a number of parishes, in which the Vincent de Paul organizations are working, asking for government legislation along the lines suggested.



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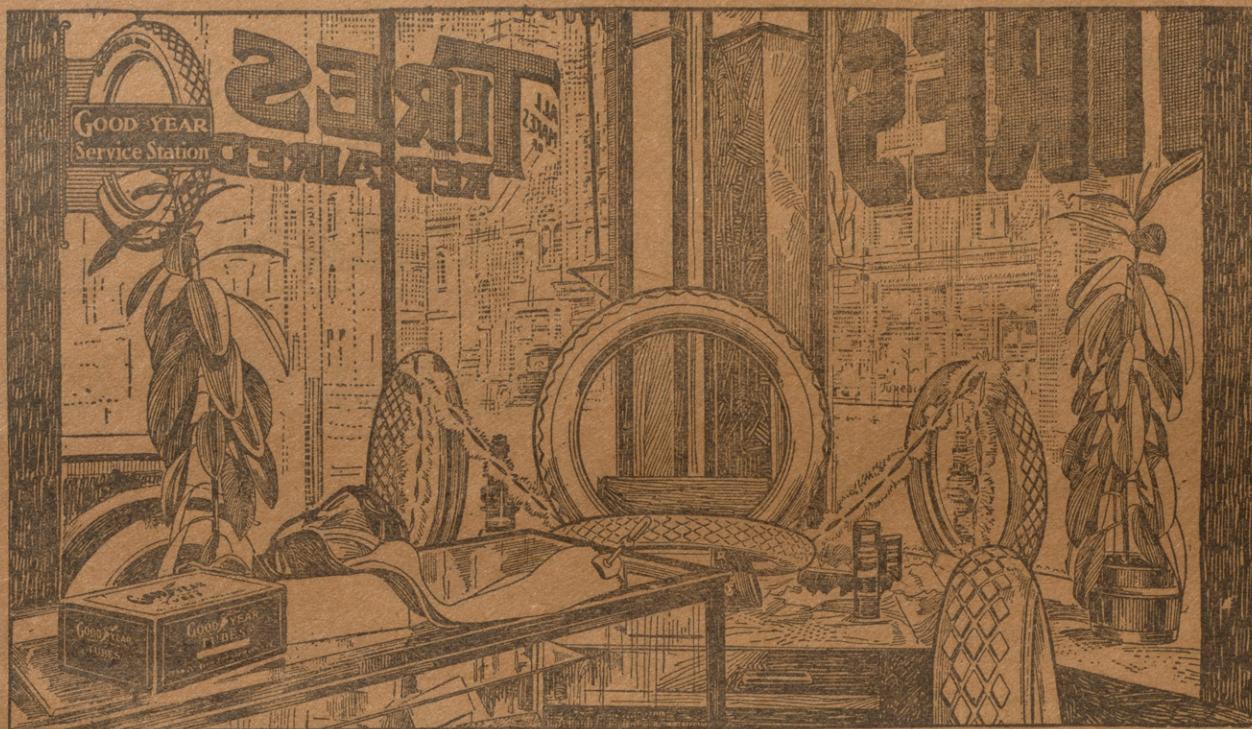
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